

# BookletChart™

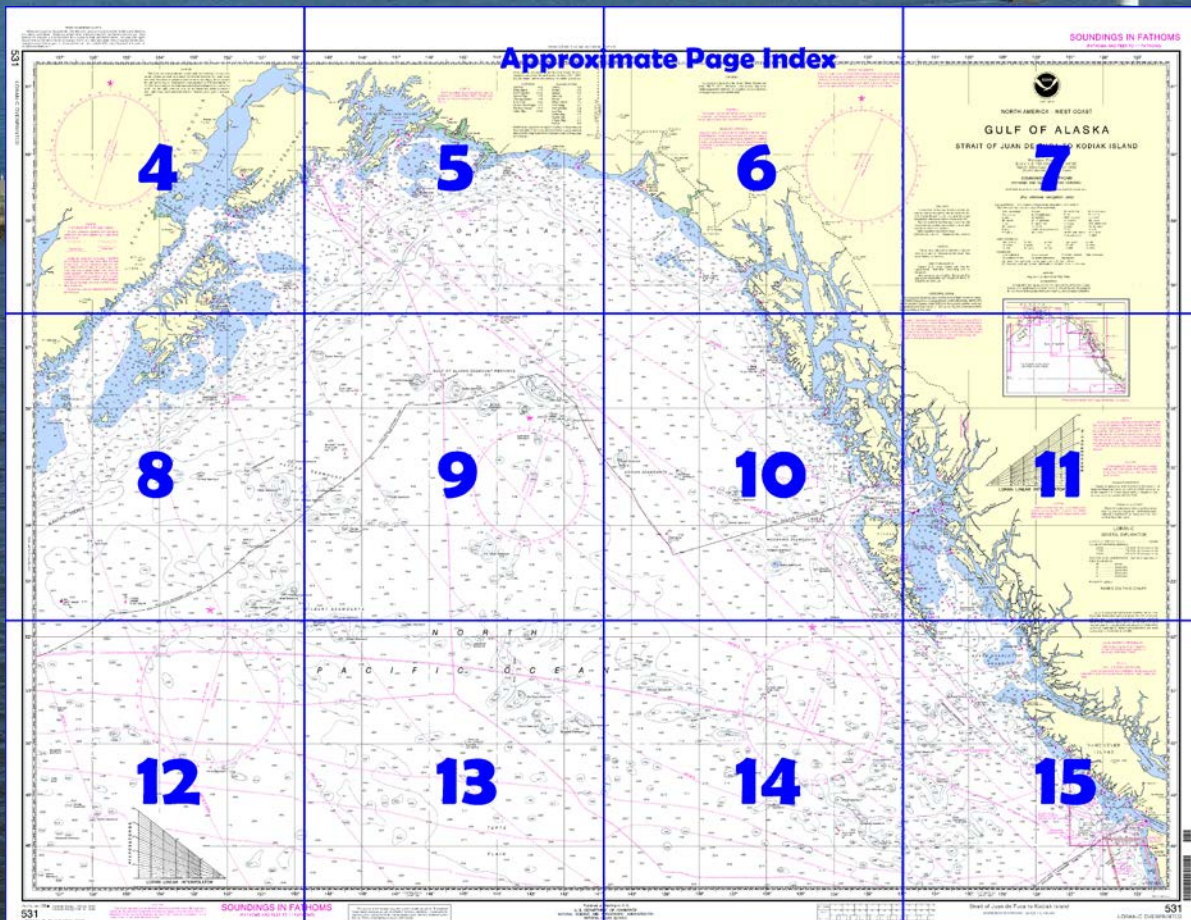


## ***Gulf of Alaska – Strait of Juan de Fuca to Kodiak Island*** **NOAA Chart 531**

***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

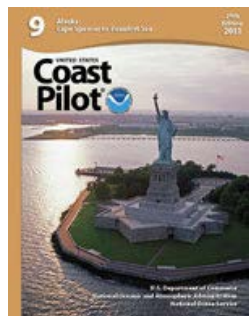
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/coastpilot\\_w.php?book=9](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9).



#### [Selected Excerpts from Coast Pilot]

From Cape Spencer the coast extends NW for about 130 miles to Yakutat Bay. The Fairweather Range begins 20 miles from **Cape Spencer** and extends to **Alsek River**. The mountains are snowcapped and have elevations of 10,000 to more than 15,000 feet. From Alsek River to Yakutat Bay the mountains are 4,000 to nearly 6,000 feet high. Along the coast are numerous glaciers with terminal moraines. The most

conspicuous are La Perouse Glacier, with a sea face 200 to 300 feet high and partly vertical; Yakutat Glacier, 25 miles E of Yakutat Bay; and the great Malaspina Glacier, W of Yakutat Bay.

Between **Yakutat Bay** and **Cape Suckling**, the coast is formed by river

and glacier deposit and is relatively regular.

A short way inland, the St. Elias Range rises to 18,008 feet at **Mount St. Elias**, on the Alaska-Canada boundary, and culminates in the 19,850-foot **Mount Logan** in Canada. These towering snow-clad peaks, only 25 miles apart, are surpassed in all Canada and the United States only by central Alaska's 20,320-foot Mount McKinley.

Stretching from Yakutat Bay to the Bering River in one continuous icefield are the tremendous **Malaspina Glacier** and **Bering Glacier**. Malaspina Glacier, which covers most of the coastal plain between Yakutat Bay and Icy Bay, reaches the sea at **Sitkagi Bluffs** which are formed of forest and debris covered ice. From the sea the glacier appears as a vast, almost featureless white plain, gently sloping toward the coast from the base of the towering peaks of the St. Elias Mountains. From **Icy Bay** to **Cape Yakataga**, the coast is backed by a continuous ridge of stratified mountains.

**Yakataga Reef** extends about 0.5 mile from shore at Cape Yakataga (60°03'40"N., 142°26'00"W.) and parts of it show above high water. This is the best landing place between Icy Bay and **Controller Bay** about 57 miles to the W, but landing is possible only with occasionally smooth seas. In 1968, a depth of 9 fathoms was reported about 15 miles S of Cape Yakataga in 59°50.0'N., 142°31.0'W. An aero radiobeacon is at Cape Yakataga.

**Copper River** (60°25.0'N., 145°00.0'W.) emerges from the mountains between **Miles Glacier** and **Childs Glacier**, above which are rapids. Below the rapids, the river flows through broad flats in many changes channels which vary in depth from 5 to 20 feet at high stages. There are five navigable channels in the Copper River Delta. These channels require local knowledge due to changing bar and sea conditions and frequent dangerous breakers. The current is swift, and tidal effects are felt only near the mouth.

From seaward, the vicinity of Copper River shows as a vast, rugged range with numerous glaciers filling its gorges. From **Point Martin** to **Hinchinbrook Island** is a chain of low sand islets, 4 to 5 miles offshore. These islets are marked by four seasonal lights, shown 12 feet above the water from steel skeleton towers with red and white diamond-shaped daymarks. The daymarks, moving E to W, are labeled "S", "K", "G", and "P" in black. These lights are frequently destroyed in severe weather conditions. Between 1-2 miles offshore of these lights are corresponding red and white buoys with reflective silver letters "S", "K", "G" and "P". They do not mark the navigable channels between the islets and should only be used for position reference.

The shoals extending seaward from the islets off the Copper River Delta have not been surveyed; danger can be avoided by giving the islets a berth of more than 3 miles and by avoiding depths less than 10 fathoms. **Alaganik Slough**, the westernmost and main outlet of Copper River, is 0.5 to 1 mile wide, with depths from 5 to 15 feet depending upon the stages of tide and river. The mean range of tide is about 9 feet at the mouth, and is reported to be 2 to 3 feet at **Alaganik** about 10 miles up the slough.

**Kodiak Island** and **Afognak Island**, close together and separated from the mainland SW of Cook Inlet by **Shelikof Strait**, are large and have numerous small islands along their shores. The group is about 54 by 155 miles in extent, with its greatest length in a SW direction. The land is rugged and mountainous, with elevations of 2,000 to 3,000 feet along the shores and more than 4,500 feet in the interior. The rocky shores are indented by deep, narrow inlets.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17<sup>th</sup> CG District

Juneau, Alaska

(907) 463-2000



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

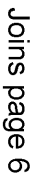


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

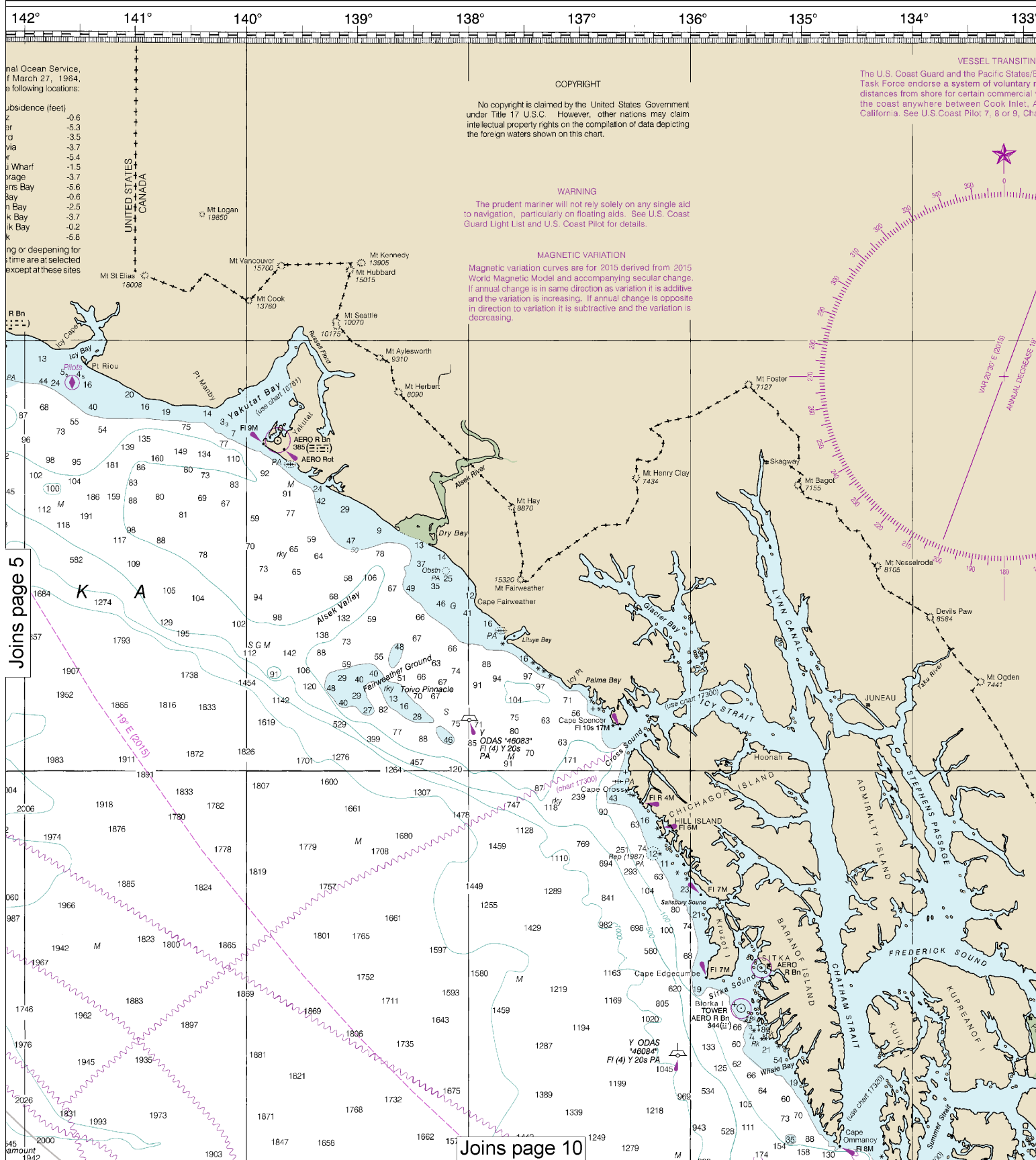
These volumes are available online at <http://www.navcen.uscg.gov>



Note: Chart grid lines are aligned with true north.



# 5



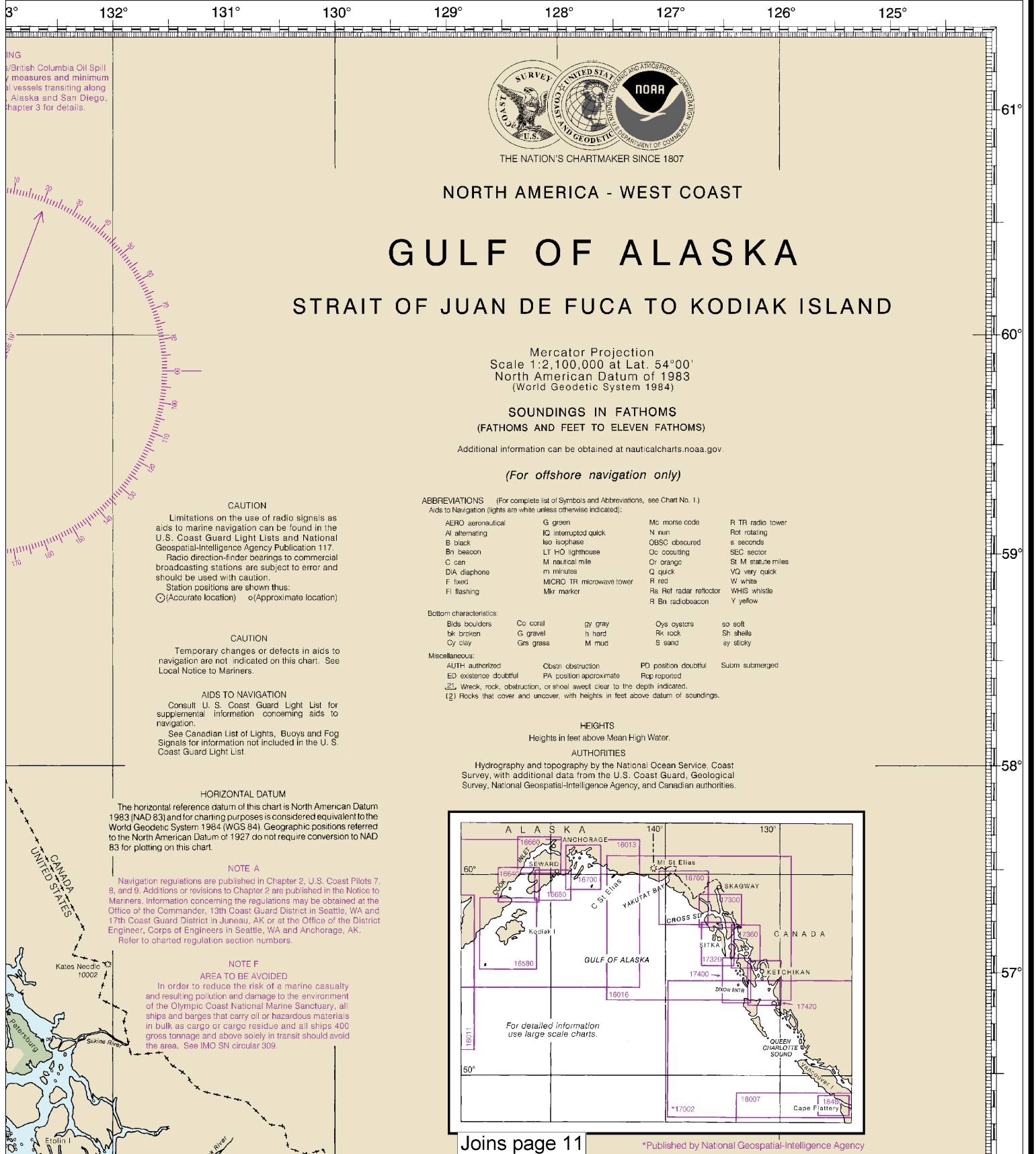
Joins page 5

Joins page 10

6

Note: Chart grid lines are aligned with true north.









Joins page 13

Joins page 10

This is a detailed nautical chart of the Kodiak Seamounts area in the Gulf of Alaska. The chart displays bathymetric contours, navigational aids, and geographical features. Key features include the Kodiak Seamounts, Hodgekins Seamounts, and various smaller seamounts like Walker, Denson, and Bowie. The chart is overlaid with a grid and includes labels for "Joins page 6" and "Joins page 14". A dashed line indicates the 19° E (2015) boundary. The chart also shows the "EXCLUSIVE ECONOMIC ZONE" and "EXPLOSIVES DUMPING AREA DISUSED". The chart is titled "KODIAK SEAMOUNTS" and includes a scale bar at the bottom left.

Joins page 6

19° E (2015)

KODIAK SEAMOUNTS

HODGKINS SEAMOUNTS

Bowie Seamount Marine Protected Area

Whitney Ridge

Joins page 14

Joins page 9

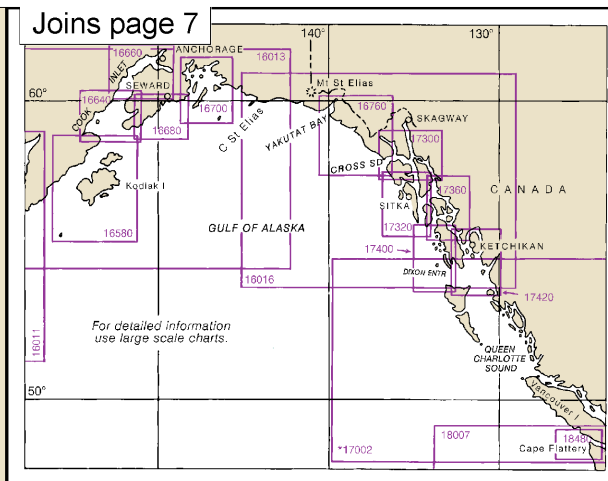
Joins page 10

1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 7, 8, and 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, WA and 17th Coast Guard District in Juneau, AK or at the Office of the District Engineer, Corps of Engineers in Seattle, WA and Anchorage, AK. Refer to charted regulation section numbers.

**NOTE F**  
**AREA TO BE AVOIDED**  
In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309.

Joins page 7



\*Published by National Geospatial-Intelligence Agency

**NOTE E**  
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in this area (Call Sign Seattle Traffic). The western boundary for VTS Puget Sound area is at 48°23'08"N, 124°43'37"W to 48°23'30"N, 124°44'12"W, then due west to the territorial sea boundary, thence northward to its intersection with the United States/Canadian International Boundary line. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

**CAUTION**  
Submerged Submarine Operating Areas falling within the areas of the larger scale charts are shown thereon and not repeated on this chart.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**NOTE B**  
Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

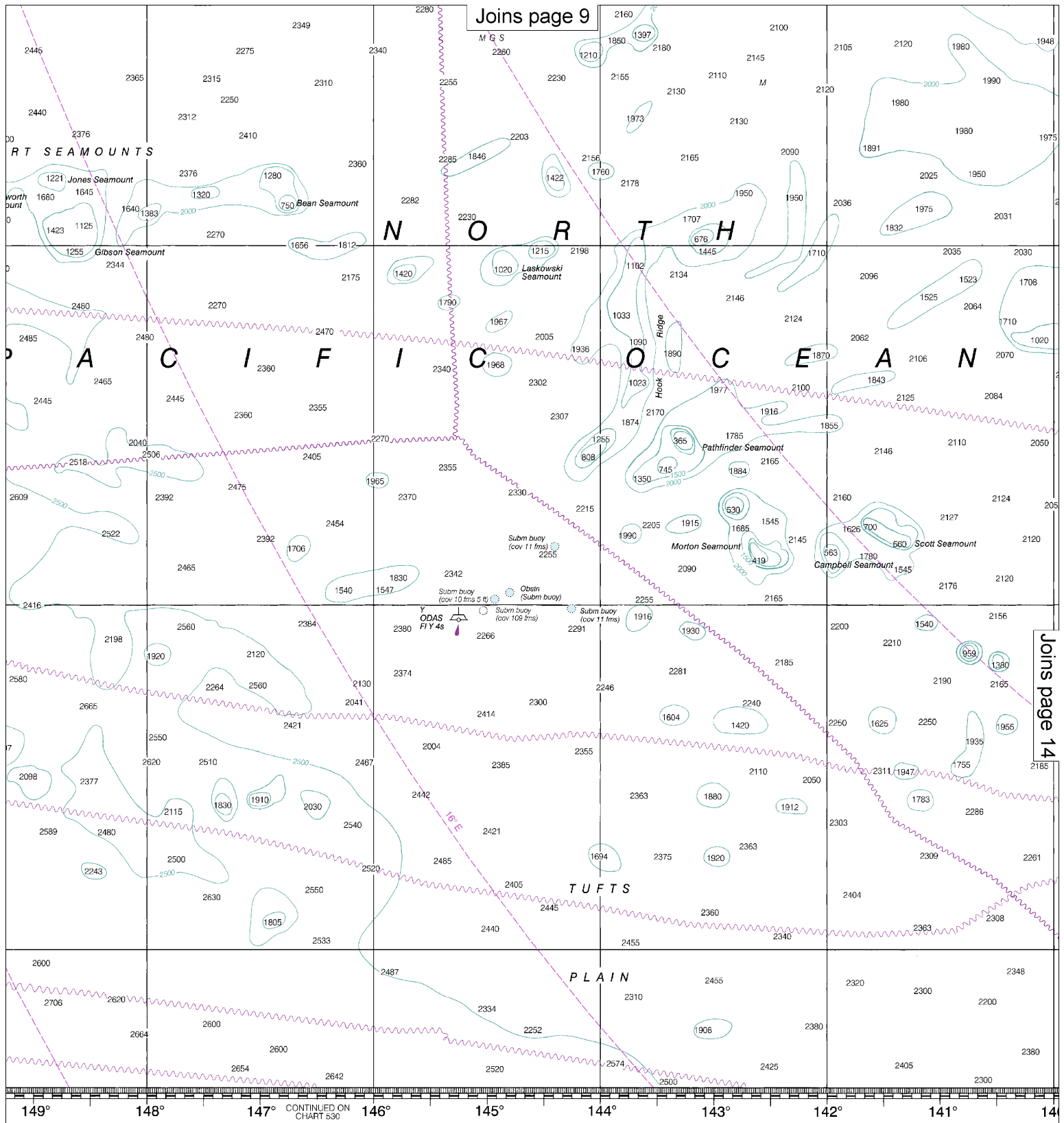
**LOCAL MAGNETIC DISTURBANCE**  
Differences of as much as 7° from the normal variation have been reported in the vicinity of 49°55'N, 129°50'.

**NOTE C**  
**TRAFFIC SEPARATION SCHEME**

Joins page 15

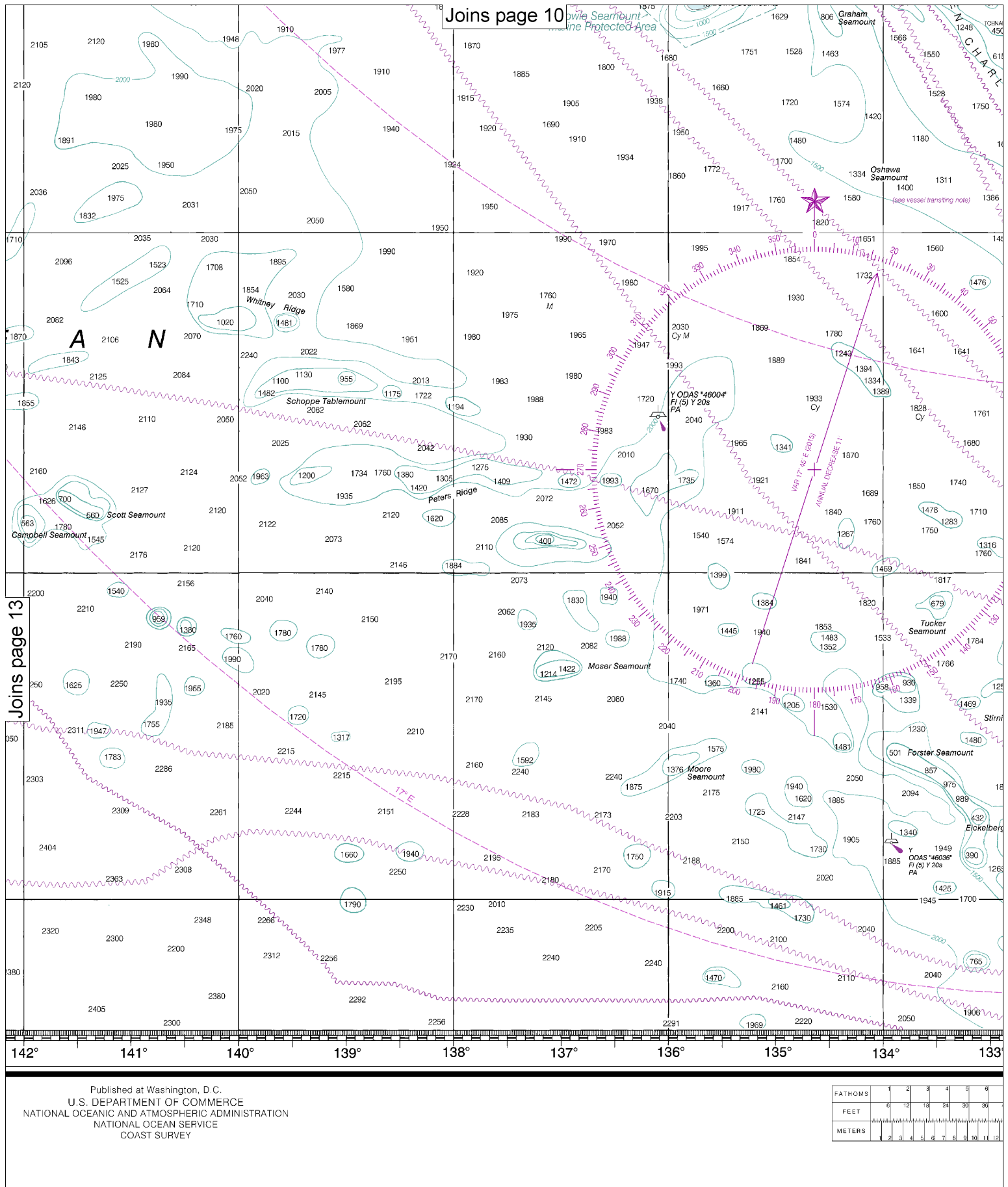




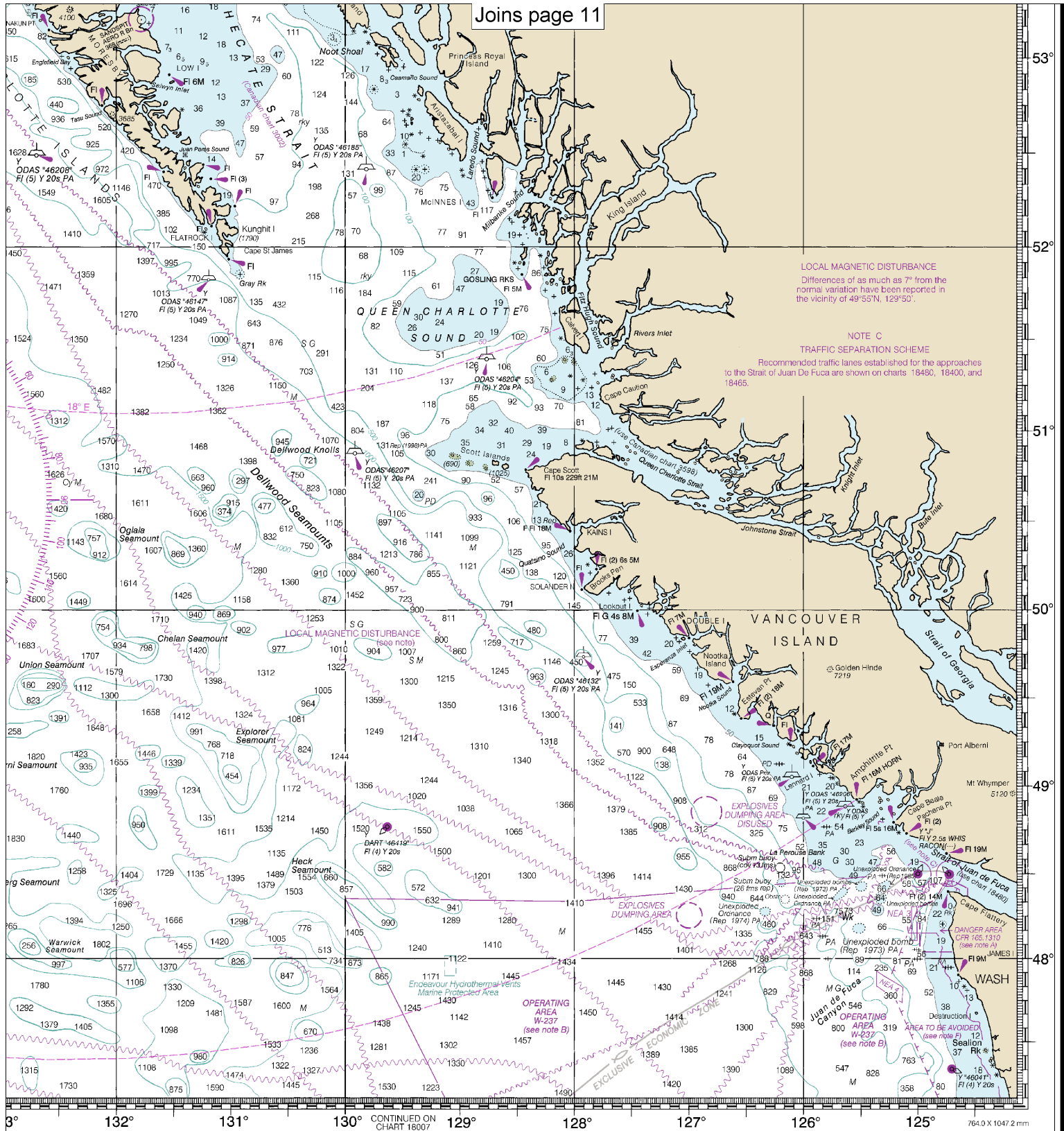


**THOMS**  
(THOMS)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY







Strait of Juan de Fuca to Kodiak Island

SOUNDINGS IN FATHOMS - SCALE 1:2,100,000

531



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

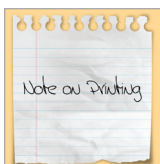
<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.